



## Fitting Instruction

Article-No. : 120S123 & 120S130  
Product : Super Bike Conversion Kit  
Model : Suzuki GSX-R 1000 '09 - '11 →120S123  
Suzuki GSX-R 1000 '12 - →120S130  
Type : WVCY

### Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a qualified workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



**Warning! Important mounting instruction. It shows risks to your life and health.**



**Tips for mounting and maintenance or to avoid damage.**

### Fitting:

Mounted conversion kit



Remove the fuel tank and air-filter box first; then loose the water cooler to re-route harnesses and cables. The battery ground should be disconnected before working on electric wiring and switches!



Remove brake-hose(s). **Caution:** avoid brake fluid on painted surfaces! **Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic!**

Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.

**i** Assure that the front wheel is free from any load when dismantling top yoke, also have a look on page 3 because now it's easy to re-route. Then swap top yoke and fit **shimming Ø30xØ40x3 on the steering stem, underneath the new top yoke**. To demount the ignition lock you mostly have to drill out the heads of the breakaway screws. Fit the ignition lock with the attached bushings Ø15x3x29, new bolts M8x55 and corrugated washers under the bolt heads on the LSL-yoke. You should drill out the hexagon sockets of the screws as theft protection. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the stanchion clamp bolts with 20Nm / 14.75lbf ft. Now tighten steering head up to the original torque, which refers to the manufacturer's instruction.

**i** **Recommended handlebar type: LSL-Superbike, flat / Type N1 or XN1**

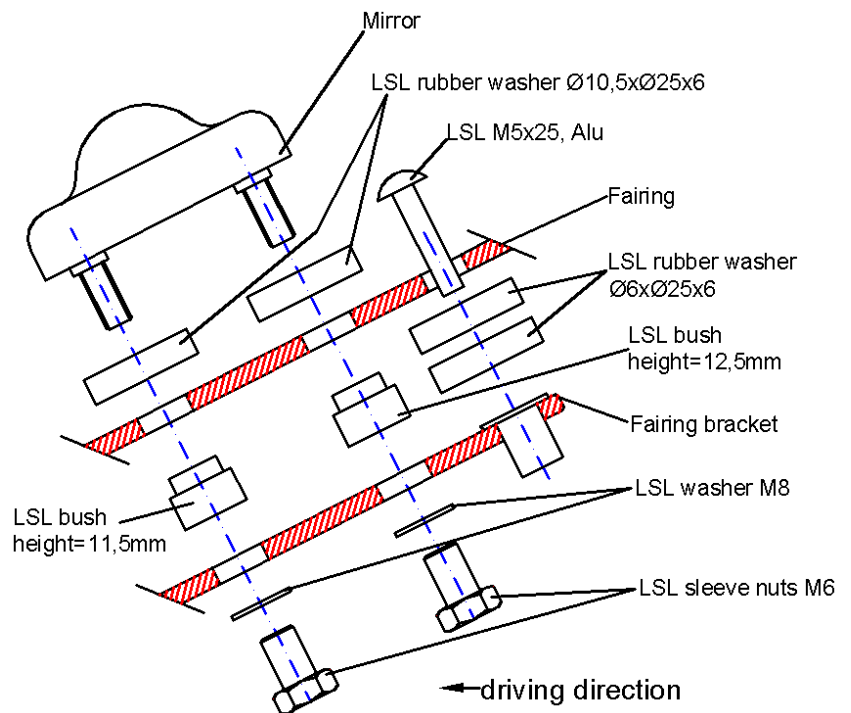
Mount new handle bar into the clamps. Tighten the handlebar clamps evenly and tighten them with 25Nm / 18.44lbf ft torque when fitment is done.

**Fairing:** Unscrew the mirrors and place bushings (11.5mm in the front and 12.5mm in the rear) between fairing bracket and fairing. Fix the mirrors with sleeve nuts M6 and washers as shown. Remove both screws that fix the fairing screen at the fairing bracket's back end and swap them for M5x25. Place the rubber washers (Ø6xØ25x6) between fairing and fairing bracket.

**i** **Modify the steering stop!**

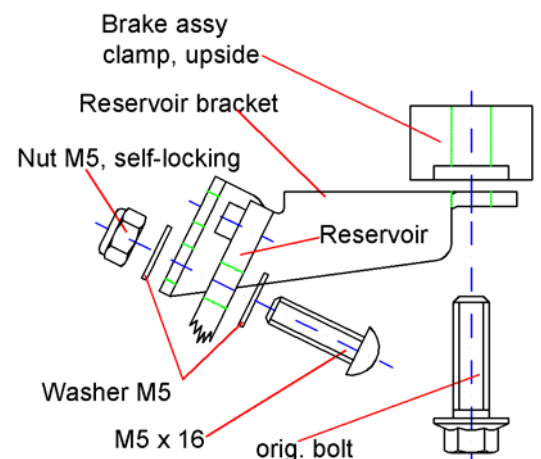
To gain more clearance between handlebar and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=2mm) on the steering stop.

**i** There is not too much space between controls and tank, so you can gain space by using our bar ends (part-no.: 135-004..; controls can be moved to the outside) or the additional steering stop limiters (t=1mm). Now you should check the clearance to the tank (after reinstalling) and fairing, therefore you have to mount all controls provisorily on the handlebar.

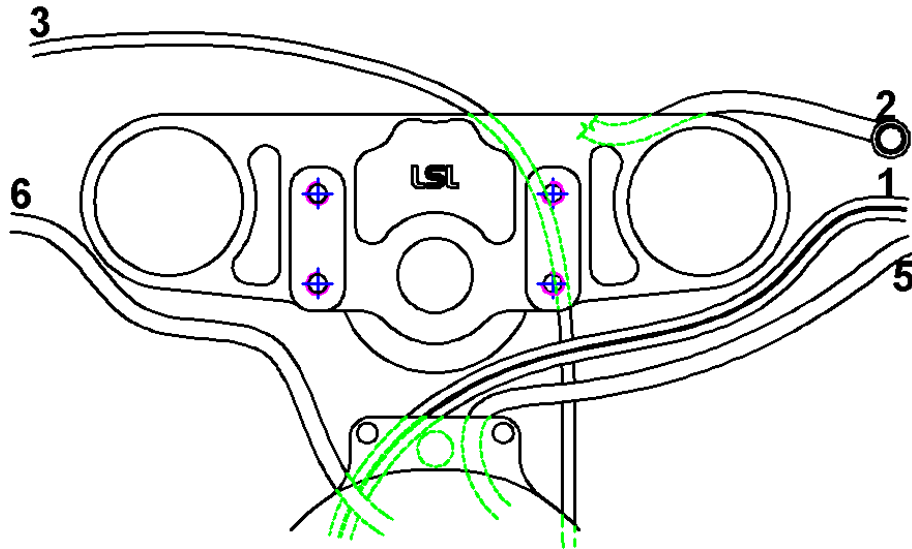


**i** The left electric control assy needs to be aligned exactly and should be proceeded with full left steering angle and pulled clutch lever!

Now mark and drill the bores for the anti-twist protections and fix the controls finally. The left grip should be installed with glue. Mount brake fluid reservoir as shown.



**Instruction for rerouting cables hoses and wiring harness:**



**Remove the guidance on both sides of the steering head.**

**Throttle cables (1):** Re-route as shown and check throttle cables for free movement on every steering angle.

**Brake hose (2):** Mount attached brake hose with new seal rings. Mind the mounting instructions that are delivered with the brake hose. The brake line (77cm) has differently bended fittings. Fix that one on the calliper which is similar to the original: **Make sure, that the extension of the brake lever (actuator of the brake light switch) will not touch the fitting when lever is pulled.**



**Clutch cable (3):** Lay clutch cable along the frame's inside and above the engine's ground wire. Fix cable with attached rubberized clamp and original bolt as shown.

**Wiring harness (5&6):** Lead both harnesses above the frame and reroute them tension-free behind the slider tubes.



**Make sure that no cable, hose or harness is bended and stays tension-free over the whole steering angle.**

The conversion kit is now completely mounted. Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!





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